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25X1

THIS IS UNEVALUATED INFORMATION

[redacted]

1. In an agreement concluded between the U.S.S.R. and Eastern Germany it was laid down that the German railroad administration would re-purchase from the U.S.S.R. 76 interurban railroad cars at a total cost of 2,660,000 eastmarks; 180 motors for interurban cars at a total cost of 108,000 eastmarks; 200 wheel sets at a total cost of 250,000 eastmarks and 20,000 freight cars at an undetermined price. (1) and (2)

25X1 2. [redacted] a total of 333 freight cars loaded with 4,300 wheel sets was dispatched to the U.S.S.R. from Gottbus prior to 16 July 1952. On 5 July, 969 wheel sets were stored in Brest-Litovsk; 739 in Gerdauen (Zheleznodorozhny); and 690 in Jagcöin. (2)

25X1 3. In early July 1952, [redacted] 80 electric locomotives had arrived from the U.S.S.R. at the railroad repair shop in Dessau for repairs. (3)

4. [redacted] 25X1
25X1 [redacted] 10-ton crane
25X1 [redacted] and the former Borolina mobile railroad construction shop were to be transferred to Lustermark without delay. The equipment was to be employed for parking the damaged freight cars off the trackage of the Lustermark marshaling yard. (4)

5. In late June 1952, the chief of the Soviet transport control headquarters in Greifswald traveled through the Greifswald railroad district in a motor rail coach. The purpose of the mission was to make locomotives available for the Erfurt railroad district. [redacted] 60 locomotives 25X1 were required in the latter railroad district for trains awaiting dispatch. For this reason, the chiefs of the Soviet transportation control headquarters in Berlin, Greifswald, Erfurt, Halle, Schwerin and Magdeburg were ordered to attend a conference in Karlshorst on 29 and 30 June. After this conference, the Soviet transportation officer went to Stralsund, Neubrandenburg, Neustrelitz, Eberswalde, Angermuende and Pasewalk, but failed to obtain any locomotives there. Frequently, the visit of the Soviet officer resulted in heated arguments with German railroad personnel in charge of the installations inspected. In Eberswalde, the Soviets were given to understand that in view of the situation existing in the field of locomotives, the Germans were no longer able to guarantee the maintenance of railroad operations on the basis of the present timetables. (5)

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25X1 6. In early July 1952, [redacted] work on the re-electrification of the Magdeburg-Dessau railroad line had been started. The dismantled equipment of the Muldenstein power station which is to supply the power required for the Magdeburg-Dessau-Leipzig-Halle line was returned. (3)

25X1 [redacted] Comments.

(1) This equipment of the Berlin interurban railroad system was seized by the Russians in 1945.

(2) Information on the return of a second series of 20,000 former German freight cars was transmitted previously. When the first series of 20,000 cars was returned, a sum of 3,000 eastmarks had to be paid for each car. The wheel sets mentioned had been used on the Soviet-gauge railroad system. They are to be converted to standard-gauge in Eastern Germany railroad repair shops. The figure of 200 such sets appears rather low, [redacted] 25X1
25X1 [redacted] The wheel sets mentioned in paragraph 2 of the present report are standard gauge. They were sent from Cottbus to the Soviet rail change-over points for use by the German freight cars returned from the U.S.S.R. German acceptance commissions have been stationed at the railroad stations mentioned since early June 1952. [redacted] 25X1
25X1 [redacted]

(3) A total of 136 former German electric locomotives is scheduled to be returned 25X1 by the Russians. [redacted] In June and July, several rail shipments consisting of machinery for the Muldenstein power station were observed passing through Frankfurt/Oder en route from Brest-Litovsk. [redacted] 25X1
25X1 [redacted] The electric equipment of the electrified Magdeburg-Dessau-Bitterfeld-Leipzig and Magdeburg-Halle lines was dismantled by the Russians in 1945.

(4) The parking of large numbers of damaged freight cars appears to offer great difficulties. For this reason, it is apparently intended to park such cars off the tracks of railroad installations.

(5) This item of information throws significant light on the shortage of locomotives in Eastern Germany. It furthermore confirms that Soviet transport control headquarters are attached to all the regional railroad headquarters.

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